

Lockheed Aircraft Corporation		ENGINEERING STUDY <input type="checkbox"/>		CHANGE PROPOSAL <input checked="" type="checkbox"/>		LAC-229 <i>File</i>				
DATE 19 May 1965		AFFECTS : WSPO <input type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>						
NAME OF MAJOR COMPONENT Lower Hatch Assembly		PART OR LOWEST SUBASSEMBLY Hatch		PART NO. & MODEL OR TYPE						
TITLE OF PROPOSAL : FFD-4 Package										
NATURE OF PROPOSAL : See Page 2										
REASON FOR PROPOSAL : To permit the use of the FFD-4 System along with the B Configuration.										
ES		ESTIMATED COST AND TIME INVOLVED : ADDITIONAL FUNDING REQUIRED :								
CP		ESTIMATED COST FOR KITS OR PARTS : SP-1923						25X1		
		ADDITIONAL FUNDING REQUIRED : SP-1923								
ITEMS AFFECTED BY PROPOSAL :										
SAFETY <input type="checkbox"/>	MISSION EFFEC- TIVENESS <input checked="" type="checkbox"/>	PERFORM- ANCE <input type="checkbox"/>	OPERATING PROCEDURE <input type="checkbox"/>	INTER- CHANGE- ABILITY <input type="checkbox"/>	WEIGHT OR WEIGHT & BALANCE <input checked="" type="checkbox"/>	TOOLS & SUPPORT EQUIPMENT <input checked="" type="checkbox"/>	MAINTENANCE PROCEDURE <input type="checkbox"/>	SERVICE LIFE <input type="checkbox"/>	FLIGHT MANUAL <input checked="" type="checkbox"/>	MAINTENANCE MANUAL <input checked="" type="checkbox"/>
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD										
SOURCE OF PARTS FOR KIT GFAE & LAC						AVAILABILITY - - - WEEKS AFTER APPROVAL See Page 3				
DISPOSITION OF SPARES AFFECTED Not-affected										
INITIATED BY : Customer						APPROVED : <i>OK PRP</i> WSPO PROJECT				

NATURE OF PROPOSAL:

Two (2) F553 B-VI hatches will be modified to provide a pressure sealed housing around the FFD-4 sensor and recorder which will mount in the space normally occupied by the tracker. The tracker mounting provisions will be removed. The FFD-4 heat exchanger will be mounted adjacent to the pressure box and interconnecting harnesses and plumbing will be installed.

Harnesses required to interconnect the hatch, the ship's power supply and the FFD-4 power package will be provided with the hatch.

A rack assembly will be provided with each FFD-4 hatch for mounting the FFD-4 power package in the Q-Bay upper hatch.

A Service Bulletin and Kits will be issued to modify Articles 342, 352 and 359 to provide structure in the upper hatch for installation of the FFD-4 power package and its support rack. The Service Bulletin will also provide for modification to the ADF sense antenna fairing as required.

The ship's wiring will be identical to FFD-3 and will therefore require no change.

The FFD-4 components mentioned above, together with two (2) control panels will be GFAE and not furnished with the Service Bulletin Kits. The two(2) control panels must be suitable to fit in the number 3 and 4 RH console slots and must be lighted.

Power available for this package will be identical to the FFD-3 power.

An airplane must be made available for flight testing the first set of FFD-4 equipment. This program will consist of one (1) flight.

If the test vehicle is other than number 342, 352 or 359, the cockpit wiring will be temporarily modified to accept the equipment and will subsequently be returned to its original condition.

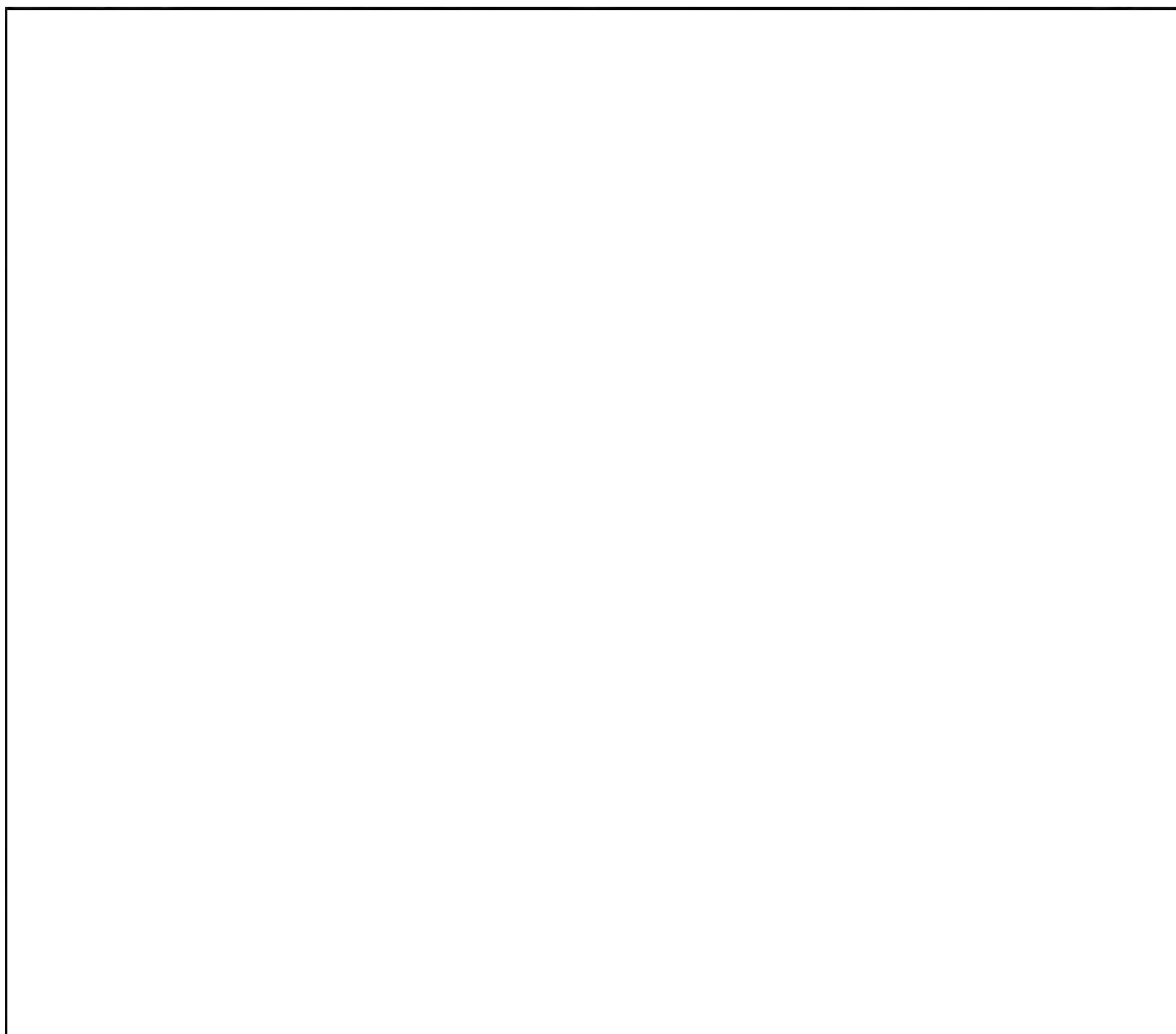
GROUND HANDLING:

Two (2) F-2 type ground handling carts will be modified to supply new wooden cradles to support the hatch. These cradles will bolt to the existing cradles in the cart.

WEIGHT AND BALANCE:

This installation will weigh approximately 140 lbs. As the trackers cannot be carried, the weight increase is 80 lbs. which would require an additional 40 lbs. of ballast to counterbalance the installation for a net increase of 120 lbs. Due to ballast limitation, this installation cannot be carried at the same time as the wing pods as the aircraft will then be forward of the forward C.G. limit. With slipper tanks installed, the C.G. can be maintained within prescribed limits.

25X1



SCHEDULE:

- A. All GFAC must be available 8 weeks after go-ahead.
- B. Fabrication and assembly of first hatch complete 11 weeks after go-ahead.
- C. Fabrication of Service Bulletin Kits available for first installation 11 weeks after go-ahead.
- D. Installation and one flight complete 13 weeks after go-ahead.
- E. Second hatch complete and available for shipment 16 weeks after go-ahead.

NOTE: Aircraft to be at the Contractor's facility for a two-week span.